

**Response to CAHSR
Draft EIR/EIS
Fresno City Council
September 29, 2011**



City of
FRESNO



OVERVIEW

HIGH SPEED RAIL ALIGNMENT THROUGH FRESNO

- ▲ Enters Fresno from the south following the BNSF tracks just east of Cedar Avenue, west of SR-99 and east of SR-41.
- ▲ Enters Fresno from the north on the east side of UPRR, immediately crosses to the west side of UPRR north of Herndon Avenue and generally follows the Golden State Boulevard - G Street - Railroad Avenue alignment.
- ▲ Sweeping curve between the Jensen Ave/UPRR overpass to North Avenue and SR-99 to transition from the UPRR to BNSF alignments.
- ▲ All at-grade in the City of Fresno with the exceptions of:
 - Elevated when crossing San Joaquin River, UPRR and Herndon Avenue, transitioning to at-grade prior to the future Veterans Boulevard crossing.
 - Depressed from north of Belmont Avenue to Stanislaus Street, in order to dive under the UPRR spur to Roeding Business Park, FID's Dry Creek Canal and the 180 freeway.
 - Elevated between Jensen Avenue and Central Avenue, in order to fly over the 99 freeway.

HST HEAVY MAINTNANCE FACILITY (HMF)



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SAN JOAQUIN RIVER CROSSING



VETERAN'S BOULEVARD



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DOWNTOWN SECTION

State Route 41 crossing (looking North)



OVERVIEW

PURPOSE OF DRAFT EIR-EIS

- ▲ To disclose information of the proposed action to decision makers and the public and to provide opportunity for public input and comments.

IDENTIFICATION OF PREFERRED ALTERNATIVE

- ▲ The California High-Speed Rail Authority Board will identify a preferred Alternative after the Board considers the information in the Project EIR/EIS, public and agency comments on the Draft EIR/EIS, and other relevant information.
- ▲ Record of Decision (ROD) issued by Federal Railroad Administration (FRA) for “preferred alternative” after completion of Final EIR/EIS.

NOTE: All proposed alignments have the same footprint within the City of Fresno.

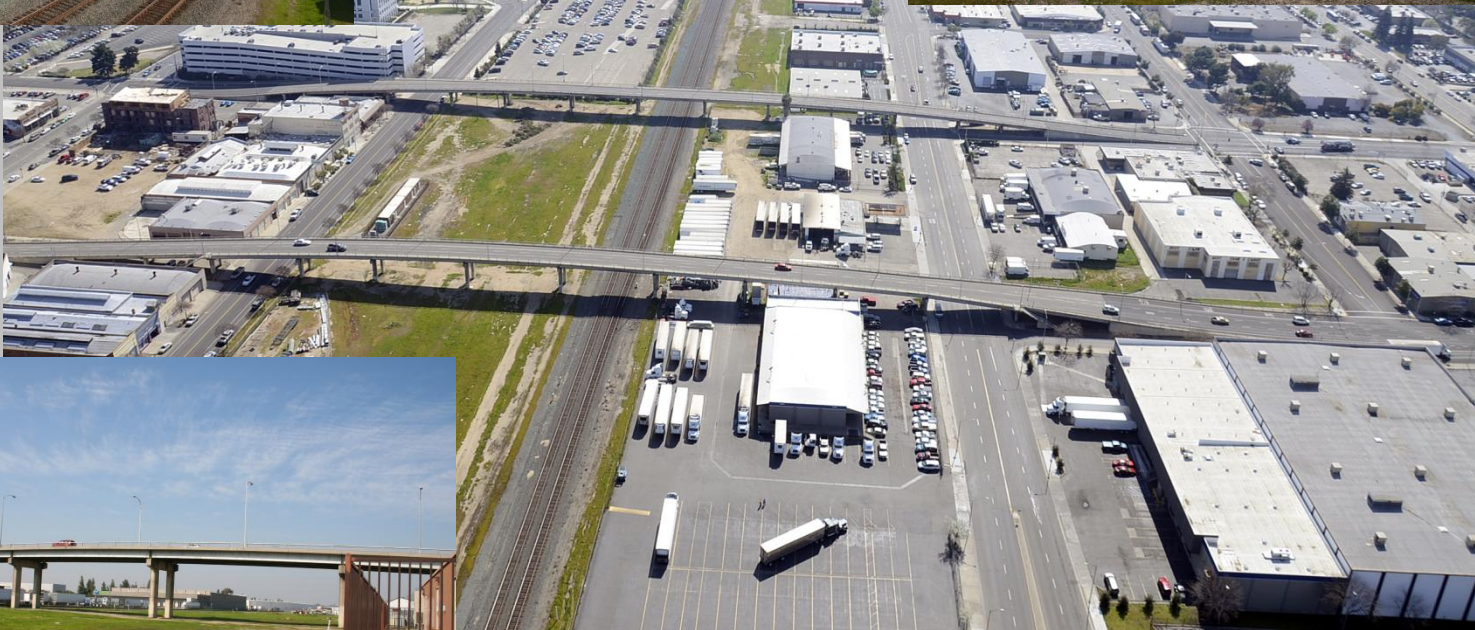
PROJECT SCHEDULE

- ▲ **August 2011 Public release of Draft EIR/EIS**
- ▲ **Comments of Draft EIR/EIS October 13th 2011**
- ▲ **February 2012 Final EIR/EIS published**
- ▲ **March 2012 Notice of Determination and Record of Decision**
- ▲ **2011 through 2013 Final design/permitting**
- ▲ **December 2012 Property acquisition begins**
- ▲ **2012-2017 Construction**

SUMMARY OF CITY OF FRESNO DRAFT COMMENTS

- Underpasses v. overpasses (traffic, aesthetics, ADA, socioeconomic)
- Construction impacts (traffic management plan, limitations and restrictions upon road closures)
- Adequacy and timing of traffic mitigations
- Economic impacts to businesses, sales tax and property tax
- Depressed trench versus at-grade profile through downtown
- Protection of existing sewer and water pipelines, provision for future crossings
- Noise and vibration
- Adequacy of historic resources analysis
- Treatment at Roeding Park

OVERPASSES PROPOSED BY THE CHSRA PROJECT



UNDERPASSES PROPERLY MITIGATE IMPACTS



Long overpasses cut off local street circulation

- ADA concerns, separate pedestrian bridges
- 30' high concrete walls
- Socioeconomic
- Visual/aesthetics, blight

- Shaw Avenue
- McKinley Avenue
- Olive Avenue
- Stanislaus Street
- Tuolumne Street
- Tulare Street
- Ventura Avenue



OLIVE AVENUE AND TULARE STREET

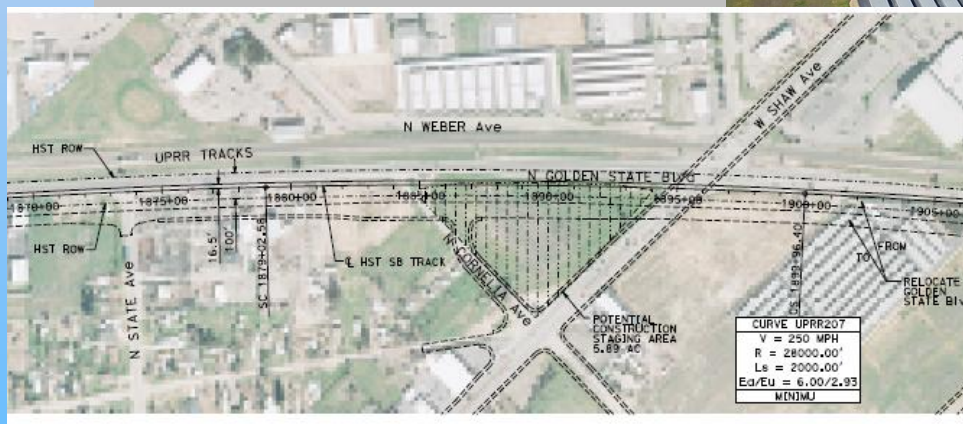


Roeding Regional Park



Chukchansi Park

CONSTRUCTION IMPACTS –GRADE SEPARATIONS



TIMING AND ADEQUACY OF TRAFFIC MITIGATIONS

- Permanent traffic impacts created by road and ramp closures:
 - Divisadero, Mono and Kern in Downtown Fresno
 - Three exit ramps/two entrance ramps from State Route 99:
 - Dakota Avenue
 - Shields Avenue
 - Princeton Avenue
 - Carnegie Avenue, mitigation with Veterans Boulevard overpass
 - South Van Ness Industrial street crossings:
 - Van Ness
 - Florence
 - Belgravia
 - Re-routing of East Avenue
- Traffic mitigations to be implemented with the project, not in the future

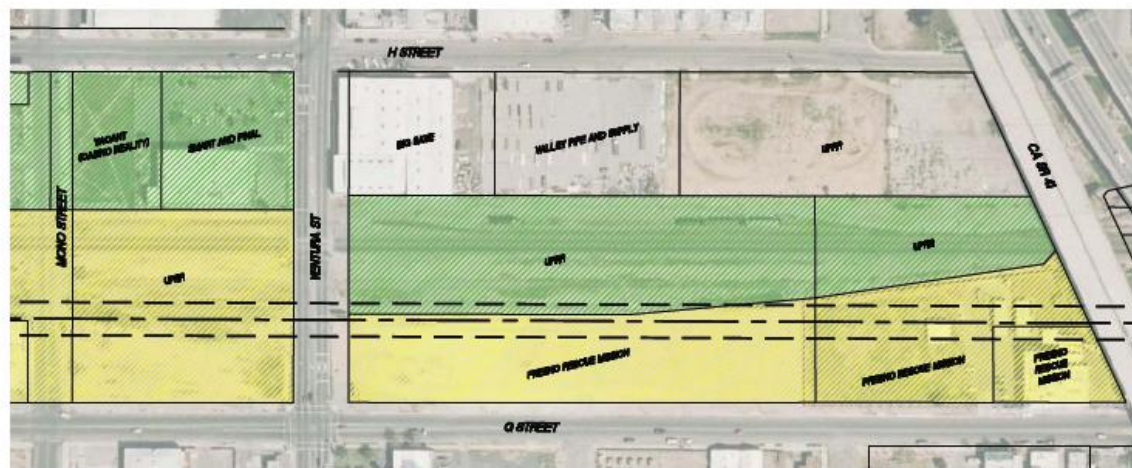
DISPLACEMENT OF BUSINESSES



DOWNTOWN SECTION IMPACTS

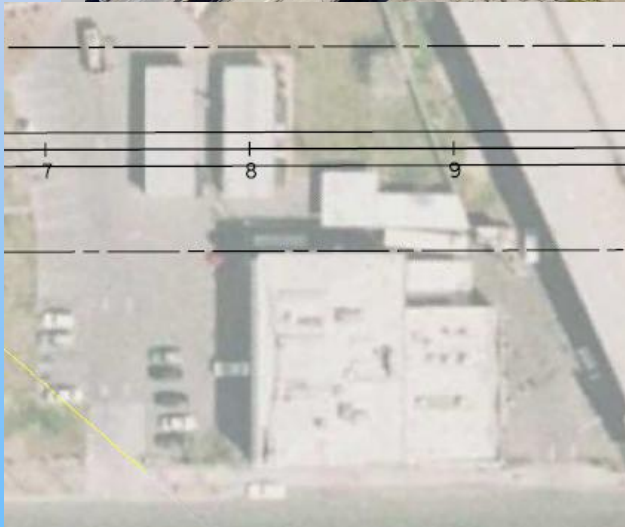


DOWNTOWN SECTION IMPACTS



-  PARCELS NOT IMPACTED BY HST R/W
 PARCELS PARTIALLY IMPACTED BY HST R/W
 PARCELS FULLY IMPACTED BY HST R/W
 HST ALIGNMENT
 HST RIGHT-OF-WAY

FRESNO RESCUE MISSION

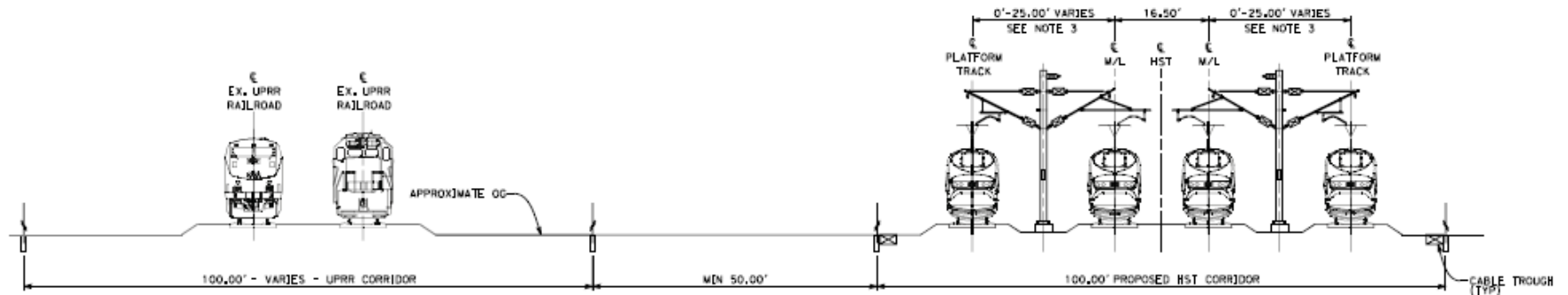


HIGH SPEED RAIL AUTHORITY PROJECT ALTERNATIVES

- ▲ ***NO PROJECT ALTERNATIVE***
- ▲ ***AT-GRADE SECTION ALTERNATIVE***

FRESNO SUBSECTION ALTERNATIVES DESCRIPTIONS

CAHSR AUTHORITY ALTERNATIVE 1: AT-GRADE SECTION

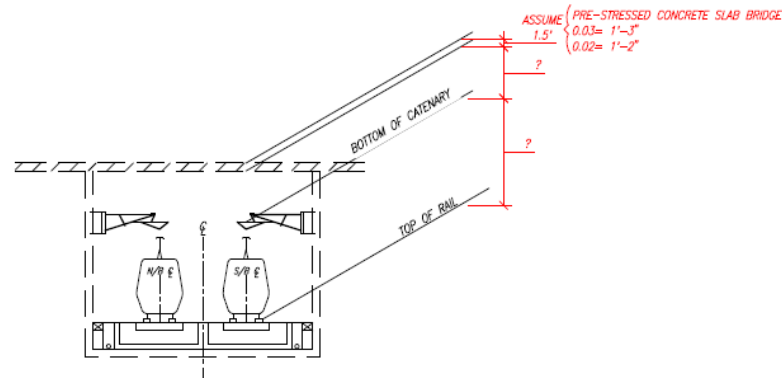


DOWNTOWN TRENCH ALTERNATIVES NOT INCLUDED IN EIR/EIS

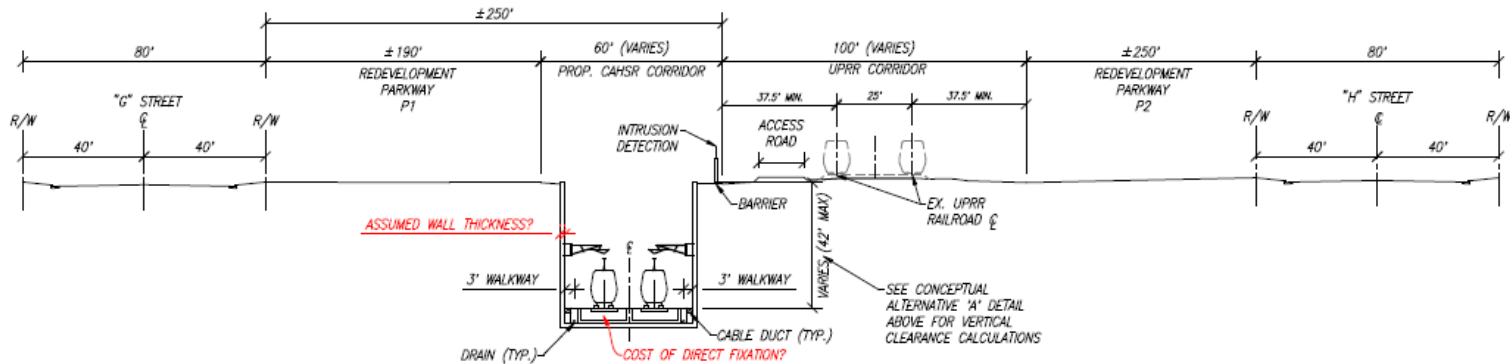
- ▲ **CAHSR CONCEPTUAL ALTERNATIVE A:**
DEPRESSED SECTION
- ▲ **CONCEPTUAL ALTERNATIVE B:**
DEPRESSED SECTION WITH SLOPES
- ▲ **CONCEPTUAL ALTERNATIVE C:**
DEPRESSED SECTION WITH SLOPE & SHORT WALLS
- ▲ **CONCEPTUAL ALTERNATIVE D:**
DEPRESSED SECTION (HSR/UPRR) WITH MSE WALLS
- ▲ **CONCEPTUAL ALTERNATIVE E:**
DEPRESSED SECTION (HSR/UPRR) WITH SLOPES

FRESNO SUBSECTION ALTERNATIVES DESCRIPTIONS

CAHSR AUTHORITY CONCEPT ALTERNATIVE A: AT-GRADE SECTION



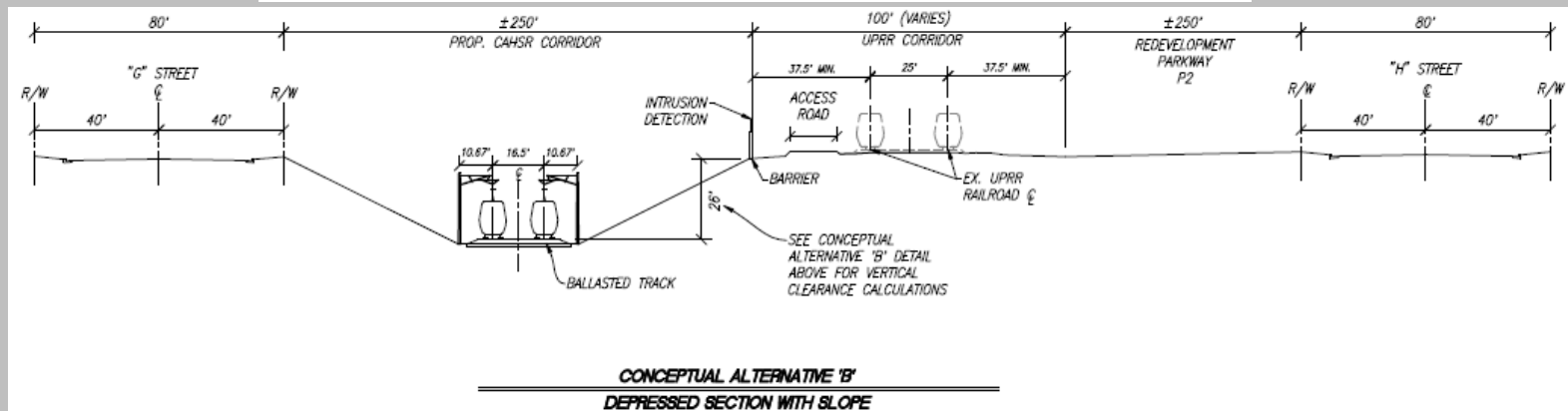
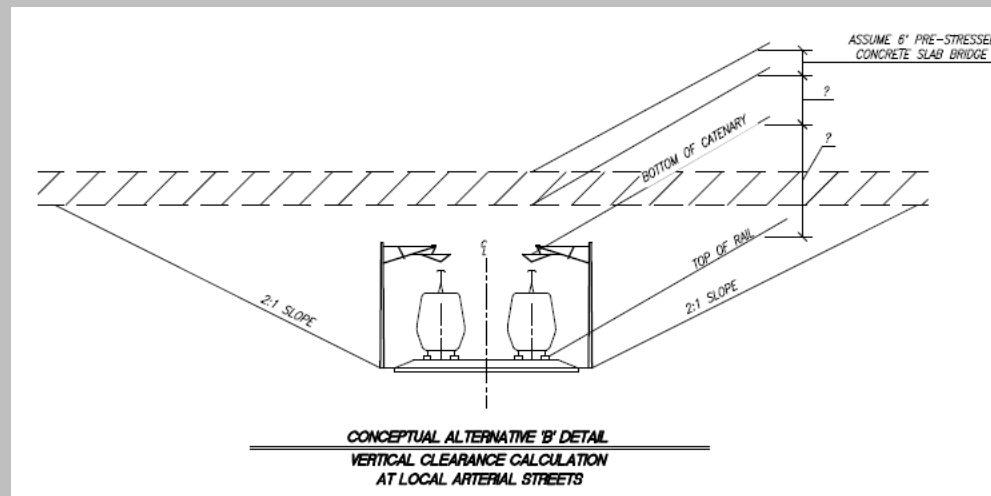
CAHSR AUTHORITY CONCEPTUAL ALTERNATIVE 'A' DETAIL
VERTICAL CLEARANCE CALCULATION
AT LOCAL ARTERIAL STREETS



CAHSR AUTHORITY CONCEPTUAL ALTERNATIVE 'A'
DEPRESSED SECTION
QUESTIONS TO CAHSR AUTHORITY

FRESNO SUBSECTION ALTERNATIVES DESCRIPTIONS

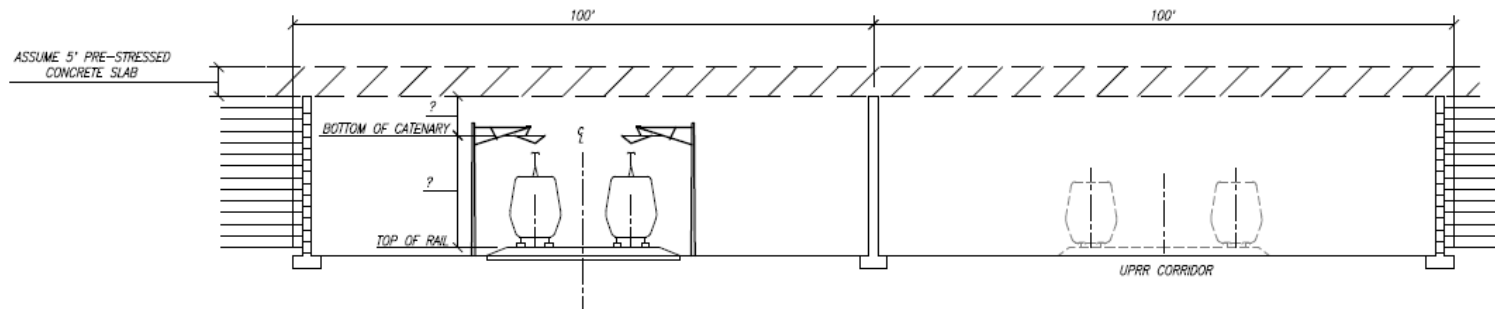
CONCEPTUAL ALTERNATIVE B: DEPRESSED SECTION WITH SLOPE



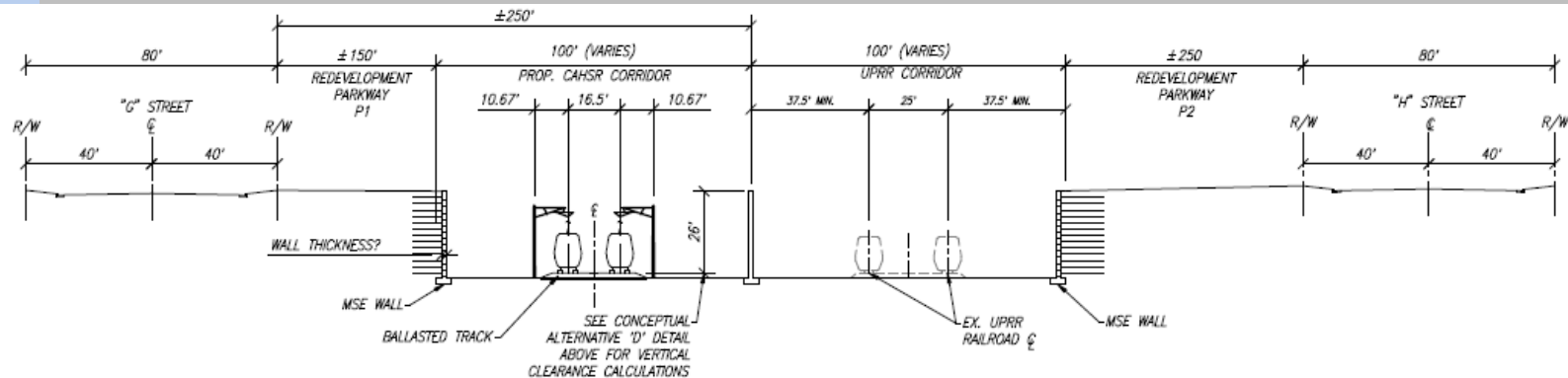


FRESNO SUBSECTION ALTERNATIVES DESCRIPTIONS

CONCEPTUAL ALTERNATIVE D: DEPRESSED SECTION (HSR&UPRR) WITH MSE WALLS



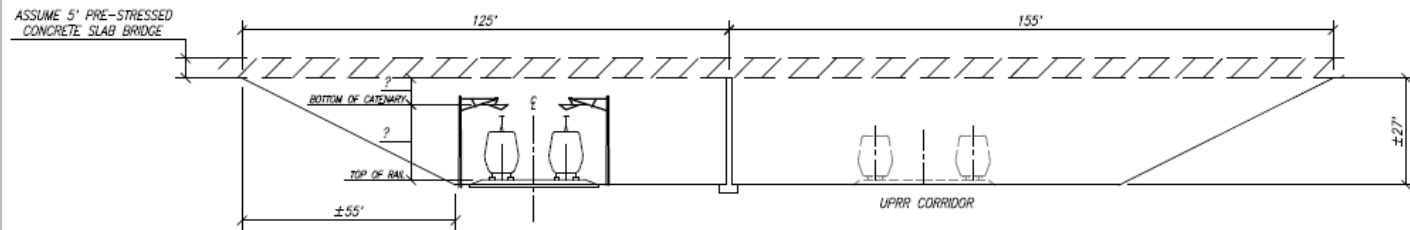
CONCEPTUAL ALTERNATIVE 'D' DETAIL
VERTICAL CLEARANCE CALCULATION
AT LOCAL ARTERIAL STREETS



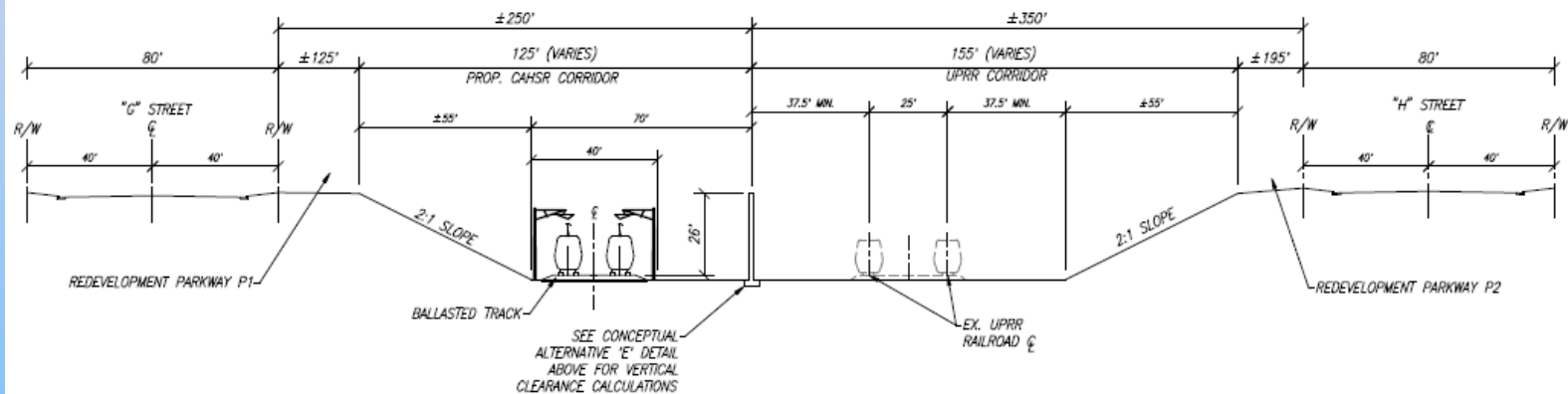
CONCEPTUAL ALTERNATIVE 'D'
DEPRESSED SECTION (HSR + UPRR) WITH MSE WALLS

FRESNO SUBSECTION ALTERNATIVES DESCRIPTIONS

CONCEPTUAL ALTERNATIVE E: DEPRESSED SECTION (HSR&UPRR) WITH SLOPES



CONCEPTUAL ALTERNATIVE 'E' DETAIL
VERTICAL CLEARANCE CALCULATION
AT LOCAL ARTERIAL STREETS



CONCEPTUAL ALTERNATIVE 'E'
DEPRESSED SECTION (HSR + UPRR) WITH SLOPES

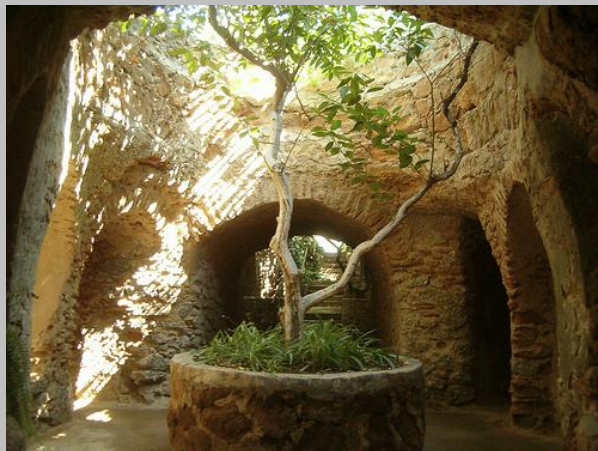
FRESNO SUBSECTION ALTERNATIVES DESCRIPTIONS



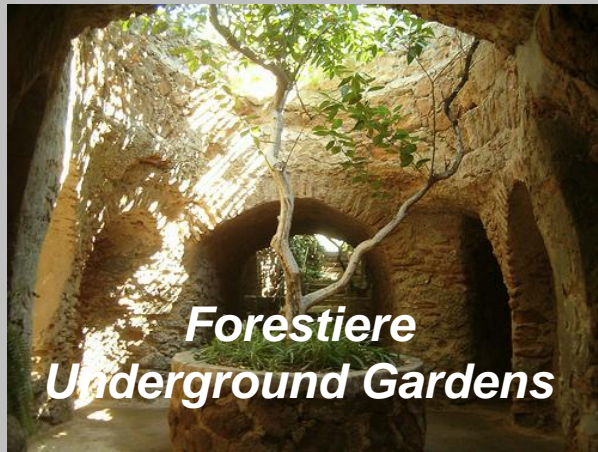
ALTERNATIVES EVALUATION MATRIX – Table 3.1

HIGH SPEED RAIL ALTERNATIVES		ENGINEERING ISSUES								
		Arterial Street Impacts	Utility Impacts	Drainage Impacts	Railway Impacts	Ped/Bike Circulation	Right-of-way Impacts	Const. Staging	Constr. Schedule	Total Project Cost
Alt. X	Elevated Section	<ul style="list-style-type: none">No grade-separations required for HST or provided for existing U.P.R.R. crossings <p>NONE</p>	<ul style="list-style-type: none">Overhead Utilities and limited impacts to underground utilities at column footings <p>MODERATE</p>	NONE	<ul style="list-style-type: none">No Grade-separations over U.P.R.R. achieved <p>NONE</p>	NONE	<ul style="list-style-type: none">ROW dedications required at footings and aerial easements <p>MINOR</p>	MODERATE	18-24 Months	<p><u>\$800 Million</u></p> <p>MAJOR</p>
CAHSR Alt. 1	At-grade Section	<ul style="list-style-type: none">All Arterial Streets must be grade-separated by use of lengthy overpasses or underpasses <p>MAJOR</p>	<ul style="list-style-type: none">Overhead Utilities and limited impacts to underground utilities along corridor <p>MODERATE</p>	<ul style="list-style-type: none">Relocation of utility corridor channel <p>MODERATE</p>	<ul style="list-style-type: none">Grade-separation by overpasses or underpasses over U.P.R.R. <p>MINOR</p>	<ul style="list-style-type: none">Added distance for connections to adjacent roads on overpasses <p>MINOR</p>	<ul style="list-style-type: none">ROW dedications required for new grade separations, road realignments, and freeway reconstructionElim. of access to adjacent properties for overpasses <p>MAJOR</p>	MAJOR	36-Months	<p><u>\$500 Million</u></p> <p>MODERATE</p>
CAHSR Alt. A	Depressed Section	<ul style="list-style-type: none">All Arterial Streets must be grade-separated by use of overpasses or underpasses to clear existing U.P.R.R. (minimized crossing lengths) <p>MODERATE</p>	<ul style="list-style-type: none">Underground utility impact along corridor <p>MAJOR</p>	<ul style="list-style-type: none">Box culvert required for railroad channel <p>MINOR</p>	<ul style="list-style-type: none">Grade-separation by overpass over U.P.R.R. <p>MINOR</p>	<ul style="list-style-type: none">Grade-separation by overpass over U.P.R.R.Added distance for connections to adjacent roads <p>MINOR</p>	<ul style="list-style-type: none">ROW dedications required for new grade separations, road realignments, and freeway reconstructionElimination of access to some adjacent properties for overpasses <p>MODERATE</p>	MAJOR	36-Months	<p><u>\$750 Million</u></p> <p>MAJOR</p>
Concept Alt. B	Depressed Section with Slope	<ul style="list-style-type: none">All Arterial Streets must be grade-separated by use of overpasses or underpasses to clear existing U.P.R.R. (minimized crossing lengths) <p>MODERATE</p>	<ul style="list-style-type: none">Underground utility impact along corridor <p>MAJOR</p>	<ul style="list-style-type: none">Box culvert required for railroad channel <p>MINOR</p>	<ul style="list-style-type: none">Grade-separation by overpass over U.P.R.R. <p>MINOR</p>	<ul style="list-style-type: none">Grade-separation by overpass over U.P.R.R.Added distance for connections to adjacent roads <p>MINOR</p>	<ul style="list-style-type: none">ROW dedications required for new grade separations, road realignments, and freeway reconstructionElimination of access to some adjacent properties for overpasses <p>MODERATE</p>	MAJOR	36-Months	
Concept Alt. C	Depressed Section with Slope & Short Walls	<ul style="list-style-type: none">All Arterial Streets must be grade-separated by use of overpasses or underpasses to clear existing U.P.R.R. (minimized crossing lengths) <p>MODERATE</p>	<ul style="list-style-type: none">Underground utility impact along corridor <p>MAJOR</p>	<ul style="list-style-type: none">Box culvert required for railroad channel <p>MINOR</p>	<ul style="list-style-type: none">Grade-separation by overpass over U.P.R.R. <p>MINOR</p>	<ul style="list-style-type: none">Grade-separation by overpass over U.P.R.R.Added distance for connections to adjacent roads <p>MINOR</p>	<ul style="list-style-type: none">ROW dedications required for new grade separations, road realignments, and freeway reconstructionElimination of access to some adjacent properties for overpasses <p>MODERATE</p>	MAJOR	36-Months	
Concept Alt. D	Depressed Section (HSR & UP) with MSE Walls	<ul style="list-style-type: none">Arterial Streets to cross bridge at-grade over U.P.R.R. and HST; no overpasses required <p>MINOR</p>	<ul style="list-style-type: none">Underground utility impact along corridor <p>MAJOR</p>	<ul style="list-style-type: none">Box culvert required for railroad channel <p>MINOR</p>	<ul style="list-style-type: none">U.P.R.R. relocated into depressed section with HSTGrade separations achieved along entire corridor <p>MAJOR</p>	<ul style="list-style-type: none">Grade separations achieved along entire corridorIncreased connectivity for ped/bike with at-grade bridges over HST/UPRR <p>MINOR</p>	<ul style="list-style-type: none">Few ROW dedications required for new grade separationsImproved access to adjacent properties and increased connectivity <p>MINOR/NONE</p>	MAJOR	36-Months	
Concept Alt. E	Depressed Section (HSR & UP) With Slopes	<ul style="list-style-type: none">Arterial Streets to cross bridge at-grade over U.P.R.R. and HST; no overpasses required <p>MINOR</p>	<ul style="list-style-type: none">Underground utility impact along corridor <p>MAJOR</p>	<ul style="list-style-type: none">Box culvert required for railroad channel <p>MINOR</p>	<ul style="list-style-type: none">U.P.R.R. relocated into depressed section with HSTGrade separations achieved along entire corridor <p>MAJOR</p>	<ul style="list-style-type: none">Grade separations achieved along entire corridorIncreased connectivity for pedestrians bike with at-grade bridges over HST and UPRR <p>MINOR</p>	<ul style="list-style-type: none">Few ROW dedications required for new grade separationsImproved access to adjacent properties and increased connectivity <p>MINOR/NONE</p>	MAJOR	36-Months	
		All Impacts Relative To Existing Conditions: <ul style="list-style-type: none">NONEMINORMODERATEMAJOR				Costs Relative To Other Alternatives: <ul style="list-style-type: none">LOWMODERATEHIGH				

NOISE AND VIBRATION

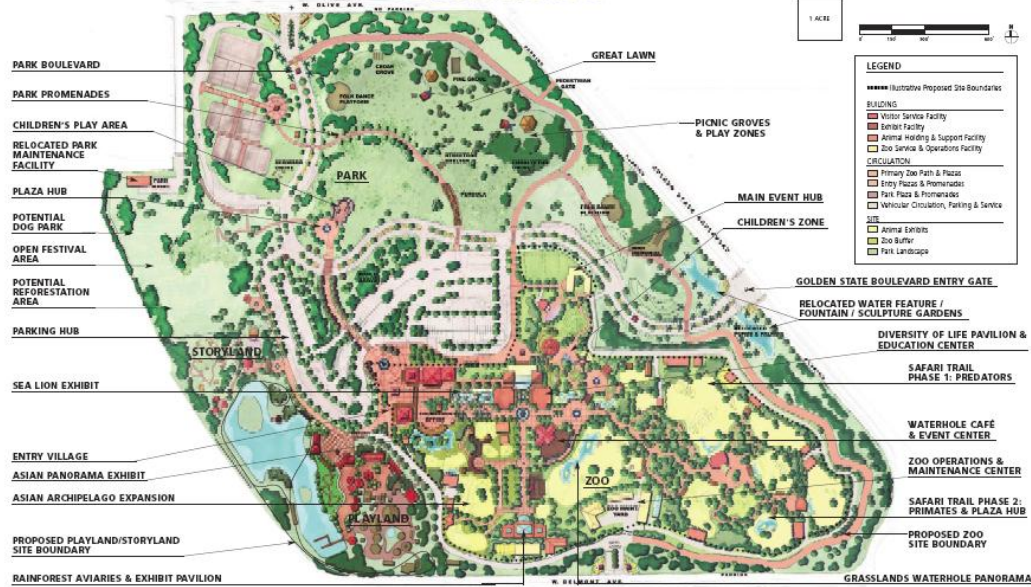


HISTORIC PROPERTIES

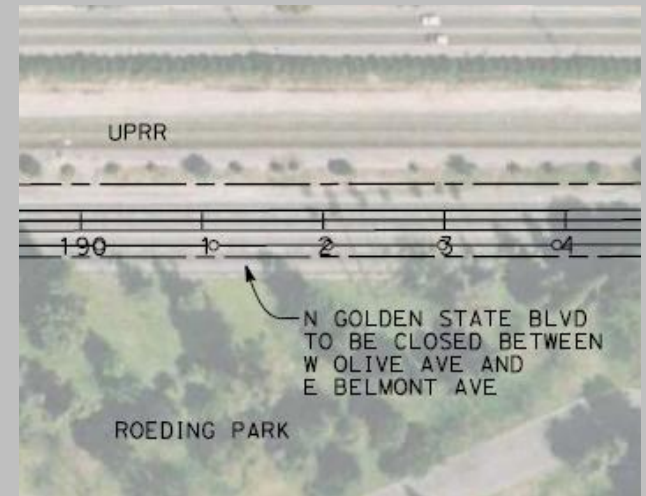


ROEDING PARK

Illustrative Roeding Park Facility Master Plan Revised June 2009



EXECUTIVE SUMMARY



FACILITY MASTER PLAN

6



ROEDING PARK

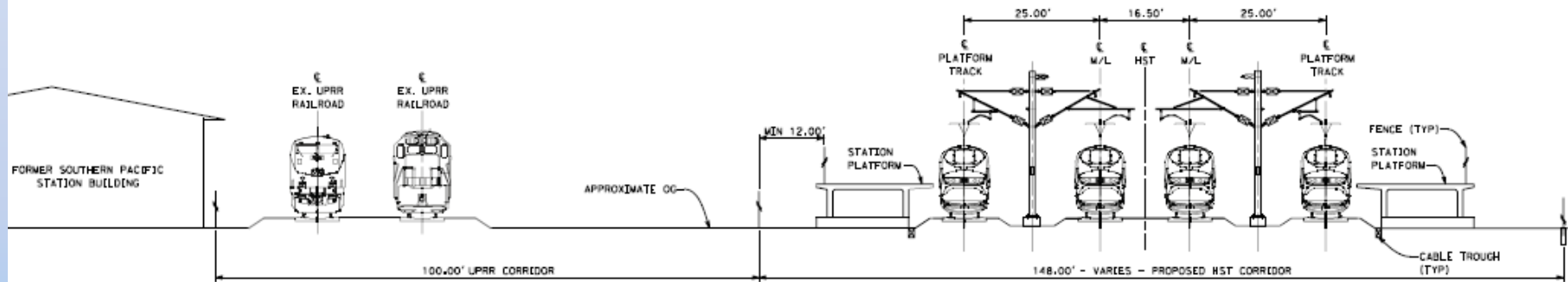


POSITIVE ASPECTS

- Grade-separated Union Pacific corridor
- Downtown High Speed Rail station (Mariposa Street location)
- Reconstruction of confusing Fresno and H Street connection
- Heavy maintenance facility
- Veterans Boulevard construction



STATION AREA DEVELOPMENT



DISCUSSION

